

Virginia Department of Historic Resources

PIF Resource Information Sheet

This information sheet is designed to provide the Virginia Department of Historic Resources with the necessary data to be able to evaluate the significance of the property for possible listing in the Virginia Landmarks Register and the National Register of Historic Places. This is not a formal nomination, but a necessary step in determining whether or not the property could be considered eligible for listing. Please take the time to fill in as many fields as possible. A greater number of completed fields will result in a more timely and accurate assessment. Staff assistance is available to answer any questions you have in regards to this form.

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| General Property Information | For Staff Use Only DHR ID #: 158-5052 |
| Property Name(s): <u>Tazewell Depot; Tazewell Railroad Passenger & Freight Station</u> | |
| Property Date(s): <u>1928</u> <input type="checkbox"/> Circa <input type="checkbox"/> Pre <input type="checkbox"/> Post Open to Public? <input type="checkbox"/> Yes <input type="checkbox"/> Limited <input type="checkbox"/> No | |
| Property Address: <u>Depot Street</u> City: <u>North Tazewell</u> Zip: <u>24630</u> | |
| County or Ind. City: <u>Tazewell County</u> USGS Quad(s): <u>Tazewell North</u> | |

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|---|
| Physical Character of General Surroundings |
| Acreage: <u>< 1.0</u> Setting (choose one): <input type="checkbox"/> Urban <input checked="" type="checkbox"/> Town <input type="checkbox"/> Village <input type="checkbox"/> Suburban <input type="checkbox"/> Rural <input type="checkbox"/> Transportation Corridor |
| Site Description Notes/Notable Landscape Features: <u>The station is situated on the south side of the RR tracks and north side of Depot Street, between Tazewell Avenue (Rt. 16) and Clinchview Street, in the Town of North Tazewell's small commercial center.</u> |
| Secondary Resource Description (Briefly describe any other structures (or archaeological sites) that may contribute to the significance of the property: <u>None</u> |
| Ownership Category: <input type="checkbox"/> Private <input checked="" type="checkbox"/> Public-Local <input type="checkbox"/> Public-State <input type="checkbox"/> Public-Federal |

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| Individual Resource Information |
| What was the historical use of this resource? Examples include: Dwelling, Grist Mill, Bridge, Store, Tobacco Barn, etc... <u>Railroad passenger & freight station</u> |
| What is the current use? (if other than the historical use) <u>Work in progress</u> |
| Architectural style or elements of styles: <u>Railroad Style</u> |
| Architect, builder, or original owner: <u>Norfolk & Western Railroad</u> |
| # of stories <u>1</u> Condition: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Poor <input type="checkbox"/> Ruins <input type="checkbox"/> Rebuilt <input type="checkbox"/> Renovated |
| Are there any known threats to this property? <u>Vacancy, deterioration</u> |

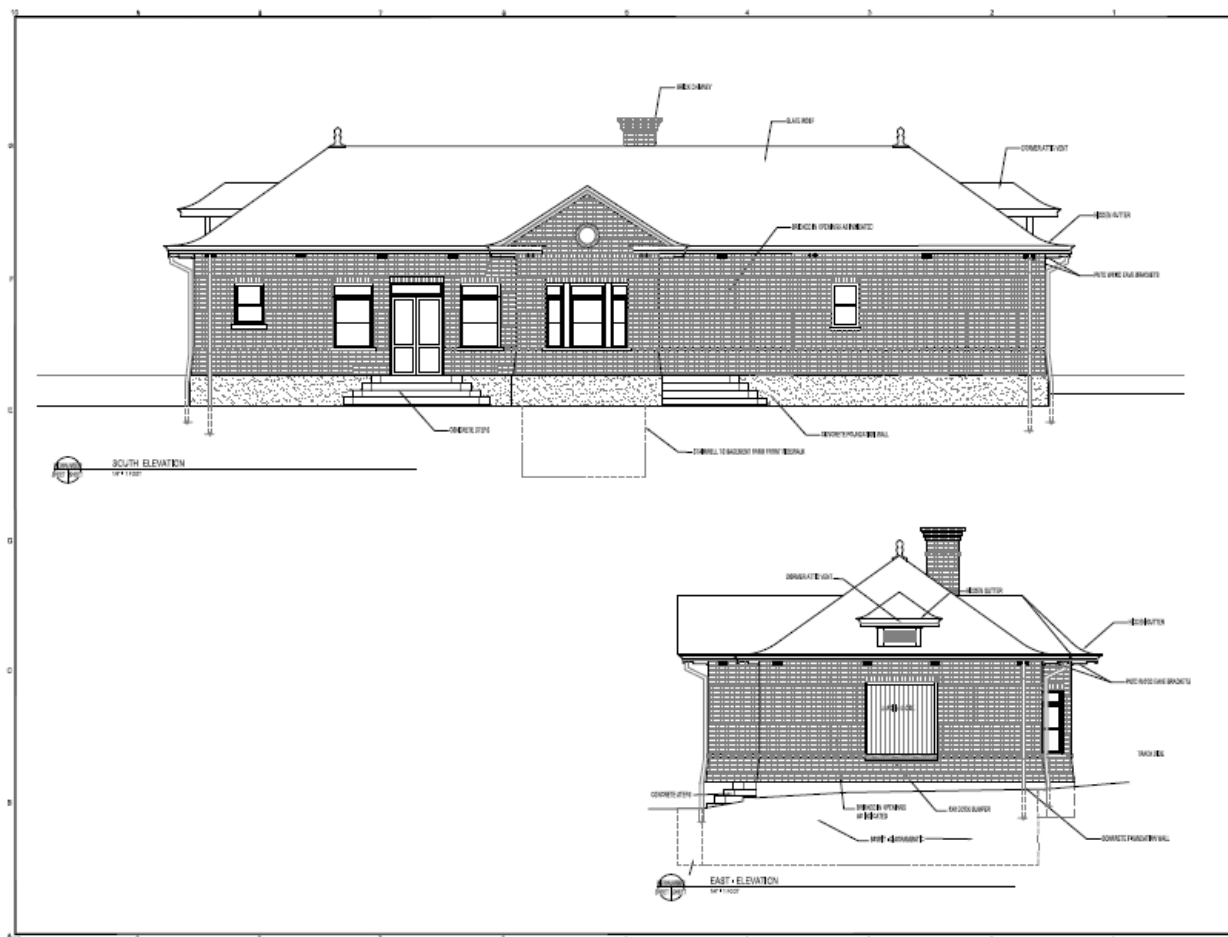
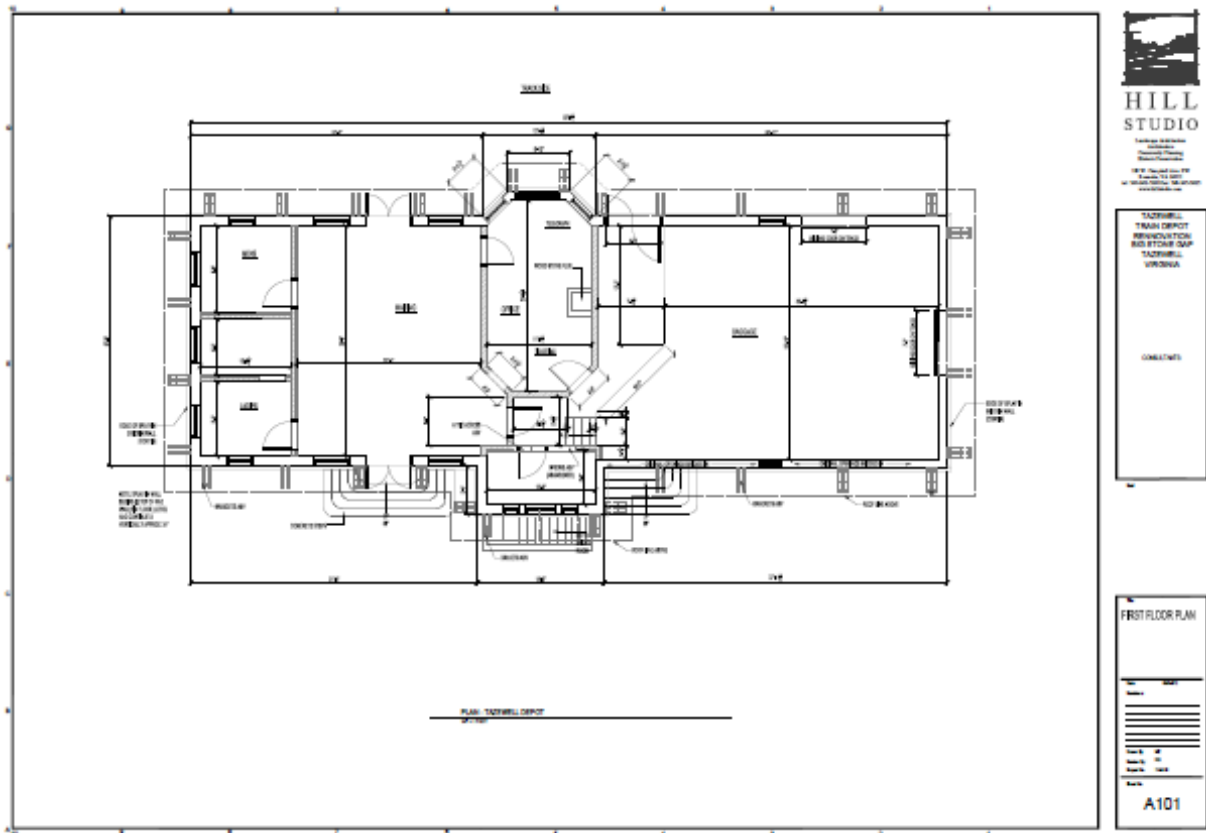
| Resource Component Information |
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| Foundation: Describe the foundation that supports the structure. Examples include piers, continuous brick, poured concrete. The foundation system is comprised of cast-in-place concrete walls and footings. The floor is a concrete slab-on-grade in the majority of the building and an elevated cast-in-place concrete floor over the basement area. The basement walls are cast-in-place concrete. |
| Structure: Describe the primary structural component of the resource. The load-bearing exterior walls, approximately 12 inches thick, appear to be multi-wythe brick walls. |
| Walls: Describe the exterior wall covering such as beaded weatherboard or asbestos shingles. The interior of the walls are plastered; the exterior walls are laid in a Flemish bond brick pattern, including the in-filled window and door openings. |
| Windows: Describe the number, material, and form of the primary windows. Windows and one door have been removed and the openings in-filled with brick masonry. Existing windows are one-over-one sash in pairs or other combinations, and are in generally good condition. |
| Porch: Briefly describe the primary (front) porch. List the primary material, shape of the porch roof, and other defining details. N/A |
| Roof: Describe the roof, listing the shape and the covering material. The hipped roof covered with dark-gray slate shingles is composed of nominal wood rafters and ceiling joists and plank sheathing. |
| Chimney(s): List the number of chimneys and the materials used. One corbel-capped brick central interior chimney on north side of roof. |

Architectural Description of Individual Resource: *(Please describe architectural patterns, types, features, additions, remodelings, or other alterations. A sketch of the current floor plan would be appreciated.)*

The one-story station has a prominent hip roof covered with dark-gray slate shingles, deep eaves embellished by molded raking cornices, and soffits with paired classical modillions. The roof is constructed of a wood rafter system rather than the more typical pre-fabricated trusses brought in by rail. The street-side south façade is distinguished by a projecting central pavilion with a large, unusual six-part window, and a front gable with cornice returns. In the gable field is a circular window or vent opening. The track-side north façade is differentiated by a polygonal bay with a steep, pointed hip roof. To the left of the projecting bay is the freight entrance through paneled folding doors. To the right is the passenger entrance through partially glazed folding doors, paneled in the lower portion. Over the passenger entrance is a single-light transom. On the north side of the roof, between the pointed polygonal roof and the main roof ridge, is a substantial brick chimney, corbelled at the top. At each end (east and west elevations) of the roof is one hip-roofed dormer incorporating a louvered vent instead of a window. Encircling the building exterior are a sailor-brick water table and a soldier-brick course just below eaves. Each window and door opening also has a soldier-brick course across the top.

A comparatively small combination passenger/freight station with a 993-square-foot interior, the building is in good overall condition. The interior wooden trim such as chair rails, baseboards, crown moldings, doors, and window/door surrounds, as well as the plaster walls and ceilings, are generally well preserved. The ticket windows are in original condition. The floors consist of concrete slabs. The wooden exterior soffit has deteriorated in places.

Drawings below from Hill Studio, P.C. "A/E Existing Conditions Assessment, Former North Tazewell Train Station," May 2012.





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STUDIO**

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**TAZEWELL
TRAIN DEPOT
RENOVATION
BIG STONE GAP
TAZEWELL
VIRGINIA**

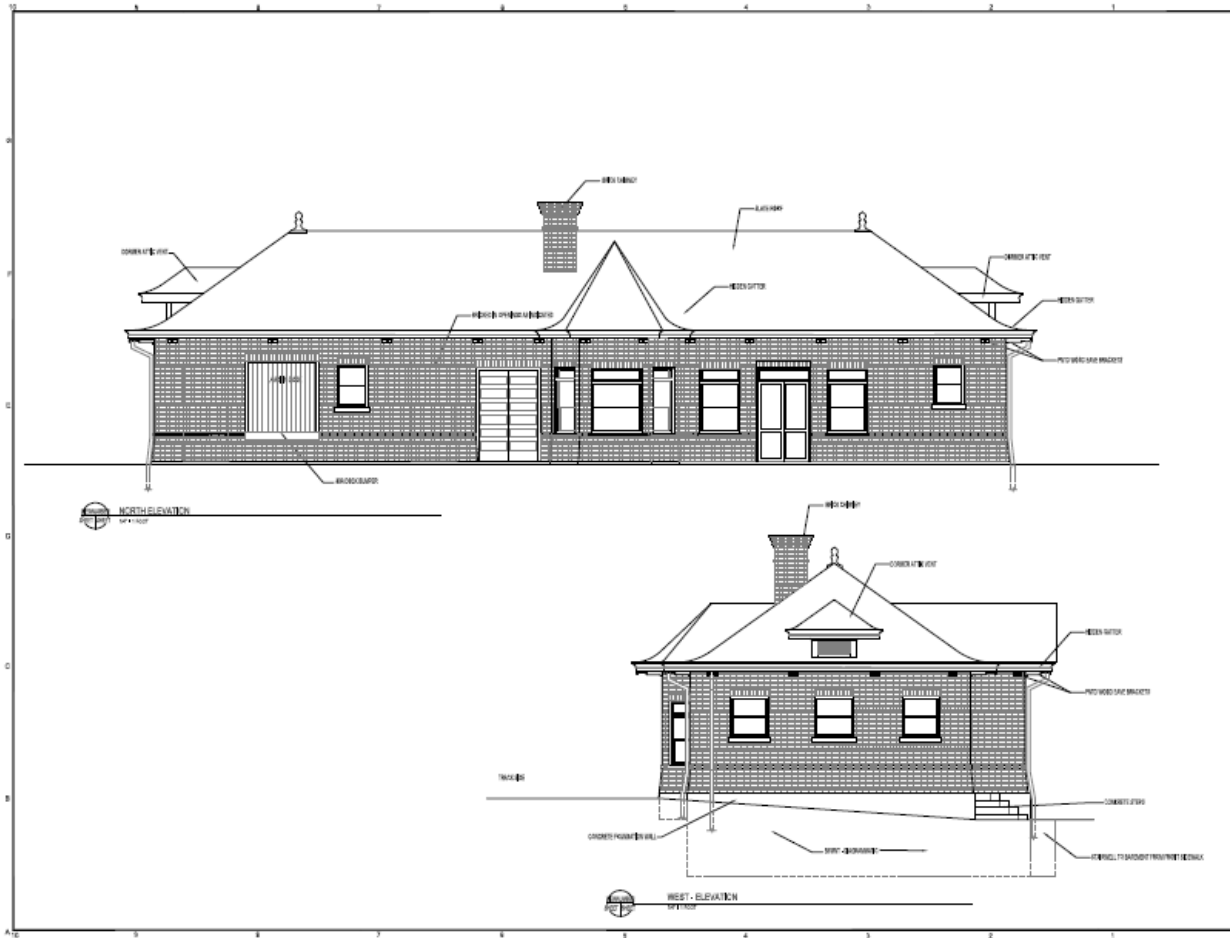
CONSULTANT

104

FIRST FLOOR PLAN

Date: 10/20/14
Project:
Drawing: 101
Architect: HILL
Project No.: 15049
Sheet:

A201



Significance Statement: Briefly note any significant events, personages, and/or families associated with the property. (Detailed family genealogies are not necessary.) Please list all sources of information. It is not necessary to attach lengthy articles or genealogies to this form. Normally, only information contained on this form will be posted for consideration by the State Review Board.

Tazewell Train Station – History

(written by the Tazewell Train Station Research Committee – members are as follows:

Susan Reeves, Chairman, Louise Leslie, Bill Archer, Delores Blankenship, Bettie Byrd St. Clair, Jack Repass, Terry Mullins, J.C. Steele – April 2014)

The importance of the Tazewell Train Station has come and gone with changing times along the Clinch Valley line. In 1887, the need for local rail transportation was realized in the growing Tazewell and North Tazewell areas, and the original frame Depot was constructed under the direction of Capt. Eichelberger. He contracted the purchase of land "from the old Peery residence westward by way of Kelly's Mill to Graybeal's Mill on the Clinch River," and laid out the Depot grounds, including a park with room for side tracks at Kelly (now known as North Tazewell). Citizens of Jeffersonville (now known as Tazewell), contributed \$750.00 for one and a half acres of the depot grounds. Capt. C.A. Fudge, a well known early citizen, gave the other two and a half acres of land.

The Tazewell Train Station served as a hub of the community, connecting Tazewell to surrounding areas on Norfolk and Western's Clinch Valley Line. In 1887, Maj. Walton, working in conjunction with Capt. Eichelberger, secured a contract for the building a 25-mile section of the line serving the Tazewell area. The full Clinch Valley Line extends 100 miles, from Graham, Virginia, to Norton, Virginia. The Tazewell County section of this line was notorious as one of the more difficult sections to build, as there are several tunnels and many trestles were required due to river crossings. Many saw the Tazewell (also referred to as Kelly's Mills, Tazewell Court House, and Jeffersonville) Depot as one of the most important, and constructed saw mills, hotels, and mercantile houses in anticipation of this progress.

The foundation for the depot was laid in August of 1888, and the carpenters began work on the framework upon their completion of the Elkhorn depot. The tracks officially reached the depot a month later in September of 1888, and progressed from there toward the Russell County line. To celebrate, Norfolk and Western provided excursion trains for the 17th Annual Fair of the Tazewell County Agricultural and Mechanical Society in October of 1888 in Tazewell. Unfortunately, the frame Depot structure burned and was replaced in 1928 with the current brick structure.

The Tazewell Depot in the mid-1900's handled a great amount of freight, higher than other stations along the Clinch Valley route. Included among shipments were livestock and other farm products, and vast amounts of lumber harvested from the mountains. To accommodate these shipments, there was a loading point a few miles down the track called "Burke's Garden Siding", still recognized. In charge of this lucrative siding was C.G. Dunlap. Among others who worked for the railroad, and well remembered, were Mr. and Mrs. Luther Dickenson, 30 year veterans of the Norfolk and Western Railway Company, and the last station agent, Major Hatfield.

Streetcar service ran from 1892 though 1933, and transported residents and visitors back and forth from the depot to the town of Tazewell. Fare costs were 10 cents. Early service was by horse drawn car, which was eventually replaced by an electric street car. This gave Tazewell the distinction of being the smallest town in America with an electric streetcar.

The Tazewell Train Station was a great source of pride for the area, and this was demonstrated by the diligence of the workers. The Tazewell Section Crew were honored with 32 first place awards for a well-maintained track. Though the depot is no longer in service, the railroad tracks alongside it are still in use today, carrying freight and coal through the region, and continuing the long tradition of supporting the area economy.

The Tazewell Train Station closed for freight and passenger services in 1974. The Depot, silent now except for coal trains on their way to markets around the world, brought a period of prosperity to the area. It was also the center for social events when great crowds would gather each night at the Depot to watch the train arrive with its passengers. Students left by train to go to college. In 1939, there was a large group who boarded the local train to travel to the New York's World Fair. The train also provided postal services, and it was possible to mail a letter on the seven o'clock train.

The Depot building belongs to the Town of Tazewell now. There are plans to renovate the building and develop the property into a community asset to be decided by rail enthusiasts who understand the value of this historical landmark.

Legal Owner(s) of the Property (For more than one owner, please use a separate sheet.)Mr. ☐ Mrs. ☐ Dr. ☐
Miss ☐ Ms. ☐ Hon. ☐

Town of Tazewell

(Name)

P.O. Box 608

(Address)

Tazewell

(City)

VA

(State)

24651

(Zip Code)

tazmanager@taztown.org

(Email Address)

(276) 988-2501

(Daytime telephone including area code)

Owner's Signature: _____ Date: 04/14/2014

•• Signature required for processing all applications. ••

In the event of corporate ownership you must provide the name and title of the appropriate contact person.

Contact person: Todd Day

Daytime Telephone: (276) 988-2501

Applicant Information (Individual completing form if other than legal owner of property)Mr. ☒ Mrs. ☐ Dr. ☐
Miss ☐ Ms. ☐ Hon. ☐

Todd Day

(Name)

Town of Tazewell

(Firm)

P.O. Box 608

(Address)

Tazewell

(City)

VA

(State)

24651

(Zip Code)

tazmanager@taztown.org

(Email Address)

(276) 988-2501

(Daytime telephone including area code)

Applicant's Signature: _____ Date: 04/14/2014

Notification

In some circumstances, it may be necessary for DHR to confer with or notify local officials of proposed listings of properties within their jurisdiction. In the following space, please provide the contact information for the local County Administrator or City Manager.

Mr. ☒ Mrs. ☐ Dr. ☐
Miss ☐ Ms. ☐ Hon. ☐

Todd Day

(Name)

Town Manager

(Position)

Town of Tazewell

(Locality)

P.O. Box 608

(Address)

Tazewell

(City)

VA

(State)

24651

(Zip Code)

(276) 988-2501

(Daytime telephone including area code)

Please use the following space to explain why you are seeking an evaluation of this property.

Would you be interested in the State and/or the Federal Rehabilitation Tax Credits? Yes ☒ No ☐Would you be interested in the easement program? Yes ☐ No ☒